



The

Falcon
Quarterly
Newsletter

January, February, March 1992

THE FALCON CLUB OF AMERICA, INC. is a nonprofit organization dedicated to preserving the FALCON automobile built by the Ford Motor Company from 1960 to 1970. Roy E. Sword founded the worldwide club in 1979. It is incorporated under the laws of the State of Arkansas. Yearly dues to The Falcon Club of America are \$20.00 (\$25.00, payable in U.S. funds, outside the United States) and are payable to: The Falcon Club of America, P.O. Box 113, Jacksonville, AR 72076.

THE FALCON QUARTERLY is published quarterly with information from its members. All copy for The Falcon Quarterly should be sent to the editor, Kathy Lerner, 2721 Gilboa Ave., Zion, IL 60099. Copy must be received by the first of the month preceding date of issue.

FALCON CLUB OF AMERICA OFFICERS — 1991-1992

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BOARD OF DIRECTORS (Number of years in term)

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Mountain: Ron Brown, 1044 Sable Blvd., Aurora, CO 80011.

Pacific: Charles N. Johnson, P.O. Box 820, Woodinville, WA 98072. (206) 481-7045.

The Falcon Club of America Quarterly is printed and published by Bill's Printing, Searcy, Arkansas.

NOTE TO ALL MEMBERS: The club will send out notices to each member the month before membership expires. Be sure to send your renewal in early to retain your original membership number. If you do not renew your membership within 90 days after it has expired, your membership number will be placed in the inactive file and will no longer be used by the club.

OTHER CLUBS OF INTEREST

The Ford Falcon Club of San Diego, P.O. Box 2156, Spring Valley, CA 92077.

The Ford Falcon Club of Los Angeles, 1163 Coolfield Drive, Covina, CA 91722.

Fairlane Club of America, 2116 Marville Rd., Muncie, IN 47302.

The Ranchero Club, 1339 Beverly Rd., Port Vue, PA 15133.

Comet Club, 5878 Hobe Lane, White Bear Lake, MN 55110-6466.

The Super '60s Ford Club, 10220 Loretta Ave., Cleveland, OH 44110.

Lower Mainland Falcon Owners Assoc., 13868 90th Ave., Surrey, BC, Canada V3V6L1.

The Econoline Organization, 3311 Springhill Rd., Lafayette, CA 94549.



President's Message

We had a good year in 1991 with the Falcon Club. The National Meet was a lot of fun. The Regional meets were successful, and most of those hosting chapters will take on this project again next year.

I believe a lot of new members and also some old members have found out what the Falcon Club of America is all about. It's like a big family all working toward the same ideas and goals. This is **your** club. The Officers, Board of Directors and Regional Directors are just trying to accomplish these goals. It all started with the Falcon car, but now many of our members put the people first and the Falcon comes next. GREAT! I've been involved in many clubs over the years, but there's none like the FCA and its wonderful Falcon people.

We still need your articles for the *Quarterly* and *Bulletin*. If your club does something unique, you're the original owner of your Falcon, you've put lots of miles on your Falcon, or anything else of interest, send the information to the editors.

The North Central Falconeers have the contracts signed and everything on track for a great National Meet in Milwaukee next August. If you can't be there, plan to attend one of the regional meets in your area. Locations and dates for 1992 will be announced soon.

Let's make 1992 the best Falcon year ever.

Jim Hatcher

The thing that separates the men from the boys is the price of auto insurance.

- Henri Saint-Laurent in *Handbook of Sales Humor for All Situations* (Prentice-Hall)



Vice President's Message

Have you noticed how the prices on Falcons are slowly escalating? Do you wonder why it's taken so long? After all, the Falcon did start it all, and in many opinions is far superior to the M-----.

There are several good reasons for this upturn in the Falcon's popularity. The most important reason to me is the Falcon Club of America and its many dedicated members. To "Us," this means that the more we drive our Falcons, the more exposure and interest we generate.

Another reason that is high on the list, but often forgotten, is the business of reproducing and selling Falcon parts. These folks are betting on the popularity growth of the Falcon every time an item is reproduced and offered for sale to selected vendors. We buy the parts, put them on our Falcons, and the public sees that parts are fairly easy to obtain. Then "They" decide they'd like to build a Falcon just like Dad used to have.

Since this reproduction was a success, the manufacturer chooses to reproduce another item that has generally been requested by FCA members like you. The more parts that are available, the better for all of us.

Moral: The next time you have to order a part for your Falcon include a "Thank You" note, and a request to have something reproduced that is no longer available. You might be surprised at the response.

I hope your Holidays were happy and your New Year is prosperous.

Marty Martin

Reminder -- Yearly dues for the Falcon Club of America are \$20.00 per year beginning January 1, 1992.

1992 National Meeting Update

The North Central Falconeers have been busily preparing for the 1992 National Meeting that will be held August 13-15, 1992, in Milwaukee, WI. Meeting and banquet facilities, parking, and prices for rooms have all been finalized. A registration form will be in the next issue of the *Quarterly*.

They are now investigating tours to places of interest such as the Pabst Mansion, Milwaukee Zoo (rated as one of the best in the nation), Mitchell Park Horticultural Domes, Milwaukee Museum and various shopping malls. Other activities being considered are a Brewers baseball game, an evening dinner cruise, or maybe even a trip to one of the nearby dog tracks. There's also an Irish Fest being held at the Milwaukee lakefront the same weekend as our National Meeting.

As you can see, there are many activities from which to choose when visiting the Milwaukee area, so start making plans now to be in Milwaukee the third weekend of August. You won't want to miss any of the fun events the Falconeers are planning!

Tech Tip

If you have a 6 cylinder Falcon with the original front engine motor mounts, replace them! I just had the experience of breaking them on my 1963 daily driver wagon.

The engine dropped to the left and I destroyed the radiator and the upper hose, disassembled the clutch linkage, and bent the fan blades. Also, the throttle linkage jammed wide open so I had a wild two-block ride before I could get stopped.

These mounts also fit Mustang 6 cylinders and are available at NAPA or any larger auto parts stores. Replacing the mounts is an easy job.

Submitted by FCA Partsmaster Gerald Gasser

Pacific Regional Meet a Big Success!

The River City Chapter in Sacramento, CA, reports that the first Pacific Regional Meet was an enormous success. With over 75 cars attending the three-day event at the Towe Ford Museum, there was ample proof that interest in Falcons is thriving on the West Coast.

Special features of the meet included a cruise night to the most popular hamburger stand in Sacramento and a Show 'n Shine on Saturday that drew admiring Falcon fans from throughout the greater Sacramento Valley and San Francisco Bay areas.

This year's meet went so well that chapter members have already met to begin planning for another next year. The River City Chapter hopes to use its success in hosting regional meets as the basis for hosting the National Meet, either in 1994 or 1995.

Report submitted by Frank Allen

Photos submitted by Frank Allen and Mark Milton



Friday's Event at Burger City



Convertible Row



Thanks to these Falcon owners who made the trip from Washington: (L. to R.) Unknown, Dan Wiegel, Charlie & Cheryl Johnson, Pat & Ed Murphy, Hazella & Rus Peterson, Donna & John Greiner, Joane & Jacket Emmett.



Award Winners



Swap Meet Area



Some of the Falcons
Entered in the Meet



A Tour Along the Blue Ridge Parkway

A tour to the Great Smokey Mountains and Grandfather Mountain along the Blue Ridge Parkway and Linville Gorge was taken by the Carolinas Chapter. Six Falcons completed the nearly 300 miles without any problems.

Seven members and their guests enjoyed a lovely autumn-like day in the North Carolina mountains. Chapter members attending the outing were J.C. Teeter (1964 Sprint), John Woodward (1963 Sprint), Ray Greene (1966 Sport Coupe), Jim Knapik (1963 Sport Futura convertible), Butch Willis (1964 Sprint convertible), and Howard Baker (1960 Ranchero). Michael Willis, Bobbie Willis, Josh Greene, and Mary Knapik also attended.



THE 2nd ANNUAL SUNSHINE STATE REGIONAL MEET

Hosted by The Suncoast Chapter, Falcon Club of America
April 30th, May 1 & 2, 1992

REGISTRATION FOR MEET

Name: _____ Spouse's Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Chapter Affiliation: _____

Year _____ Model _____ Body Style _____

Year _____ Model _____ Body Style _____

Registrations for 1 car \$15.00ea _____

Additional Cars \$10.00ea _____

Without a car \$10.00 _____

Swap Spaces (20' x 20') \$20.00ea _____

Regional T-shirts _____

S _____ M _____ L _____ XL _____ \$10.00ea _____

XXL _____ \$11.00ea _____

Banquet Buffet Adult/Child \$20.00ea _____

TOTAL ENCLOSED: _____

Make Check Payable to: The Suncoast Chapter, F.C.A.

Mail Registration and Check to: Diane Amey
1771 Ragland Ave.
Clearwater, FL 34625
(813) 797-6817

CLASSES WILL BE DETERMINED BY E A R L Y REGISTRATIONS ! ! ! ! !

Bus tours to area attractions can be arranged through the hotel on
a individual basis.

Sheraton Lakeside Inn

7711 W. Irlo Bronson Memorial Highway (192 west)

Check in: 4:00pm Kissimmee, Florida 34746 Check out: 11:00am

Registration Form for Hotel Accommodations Only!

Name _____ Address _____

City _____ State _____ Zip _____

Phone () _____ Arrival Date _____ Departure Date _____

Reservations will be confirmed upon receipt of a valid credit card
number or prepayment of one night's deposit.
Room Rates are \$57.00 + 11% tax for single/double/triple/quad
Rollaways are available for you at \$12.00 per day. These rates are
applicable three (3) days prior to and three (3) days after the
Regional meet dates, based upon availability.

THE 2nd ANNUAL SUNSHINE STATE REGIONAL MEET
April 30th, May 1st & 2nd, 1992
Hosted by
The Suncoast Chapter, Falcon Club of America

TENTATIVE SCHEDULE

Thursday April 30th

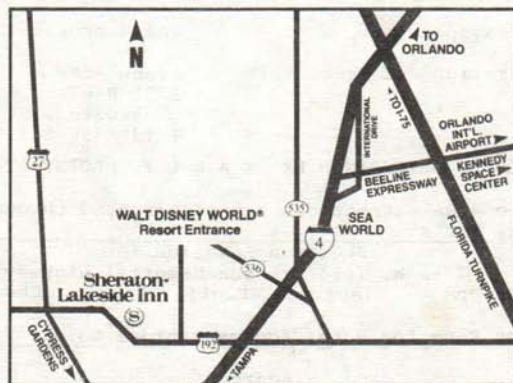
Early arrivals
Hospitality room 6:00pm - 8:00pm

Friday May 1st

Hospitality Room 8:00am - 6:00pm
Registration Room 9:00am - 5:00pm

Saturday May 2nd

Hospitality Room 7:00am - 4:00pm
Registration Room 7:00am - 4:00pm
Voting from 7:00am - 3:00pm
Buffet Banquet and Awards 7:00pm till conclusion



THE MEMBERS OF THE SUNCOAST CHAPTER, FALCON CLUB OF AMERICA
ARE LOOKING FORWARD TO SEEING YOU AT OUR 2ND ANNUAL MEET !

Road Racing Falcon

With the American public's blossoming interest in compact cars in the 1960s, it was inevitable that someone would think of racing them. At first the efforts were informal in nature and probably occurred in California under the auspices of the Sports Car Club of America or the "Good Guys," a club of California sedan racers.

Once the Sprint V-8 option and the Monte Carlo factory efforts materialized, American sedan sports car racing took on a more serious tone. It was easy to see that favorable horsepower to weight ratios were possible with the small block V-8. Also, improved handling could be had with little effort, although braking was marginal, at best. That would change, however, with the homologation of a 2160-lb., 1964 289 hi-po package containing, among other things, Kelsey-Hayes or Girling front disc brakes.

By 1964, Don Pike was regularly winning California races in what was probably an ex-Monte Carlo Falcon when he wasn't being beaten by Pete Cordts in a privately built 1963 Sprint that had been updated (reskinned) to a 1964 model due to the benefits of a lower allowable legal weight and larger engine size. On the East Coast, Holman-Moody (Ford's racing arm) was occasionally racing 1963 and 1964 Falcons at Marlboro, MD, and at Sebring, FL, in "International Sedan Races." In the Midwest, Bob Johnson was racing a lightweight '64 Sprint with much success all over the country.

There were a few other "privateers" involved in Falcon road racing. James Taylor raced a 1963 Falcon in Oklahoma, Texas, Kansas, and even Mexico. This car was also raced in a Trans-Am race at Green Valley, TX, in 1966, although it did not do particularly well. A highly modified 1964 hardtop known as the "Howmet Sprint" was raced at the 24 Hours of Daytona and the 12 Hours of Sebring in 1967. Dave Cimbura of Denver, CO, raced a 1964 Falcon in Colorado and Texas with moderate success. There may have been one or two more but thus far my research has not uncovered them. The 1964 car I restored was the Dave Cimbura car.

I had been interested in Vintage Racing since 1984. In 1988 I accepted an offer to sell my 1970 Trans-Am Mustang and immediately "put out the word" that I was looking for another vintage Ford V-8 sedan race car. I had my heart set on a Falcon but felt that finding one would be unlikely due to the fact that so few ever existed to begin with. Only one had surfaced thus far, and it was not for sale.

In mid-1988 I heard the Pete Cordts' Falcon was for sale. I inquired, but declined for a number of reasons. By fall I was discouraged, figuring I should have bought the Cordts' car.

My luck changed on November 1, 1988, when friend and fellow vintage racer Mike Mulcahy called to ask if I had seen the ad in *Hemmings* for a 1964 289 Falcon A/Sedan. Mike gave me the information, and I quickly called the owner in Colorado.



After several phone calls about the condition of the car and looking at current photographs, I verified its race history with the S.C.C.A. archivist, Harry Handley. I bought the Falcon over the phone and my wife Martha and I left Florida for Colorado on Thanksgiving Day, 1988, to bring it home. The trip was a story in itself, but suffice it to say we made it on time. Restoration began in earnest in November, 1989, and was completed February 16, 1991. The car was totally rebuilt mechanically. Cosmetically, the car was in sad shape from four years of raiding, and every piece of exterior sheet metal had to be replaced except the hood, roof and deck lid.

As it appears today, the Falcon has a full-race 289 engine which makes 380 hp at 6800 rpm. It has a 650 cfm Holley on a single plane intake, Motorsport distributor, MSD ignition and a road-racing oil pan. the transmission is a close ratio Ford "Toploader" and the rear end is a narrowed 9" 1964 Galaxie unit with 4.11, 3.91, and 4.30 third member ratios. Front brakes are Kelsey-Hayes 11.5" disc units, very similar to 1965 T-Bird brakes. Rear brakes are '64 Galaxie 11" x 2 1/2" drum-type. The front sway-bar is 1" diameter. There is no rear sway-bar. The rear axle housing is located by over-ride traction bars and a pan hard bar. Rear springs are 200-lb. units. Shock absorbers are Koni. The interior is sparse with the usual racing gauges and a single fiberglass racing seat encased in a full roll cage. Fuel is carried in a 22-gallon ATL fuel cell. The front tires are 6.00-15 Goodyear Vintage race tires. The rears are 7.00-15s. All wheels are 15x8" American Racing brand. The exhaust system is Hooker Super Competition headers with 3" side pipes, one out each side. It's loud! It is a 1964 Falcon but has been updated with a 1965 grille and tail lights. Also, the steering is 1964, manual, but with a quicker ratio power steering box and '65 Shelby quick-ratio pitman and idler arms.

Vintage racing efforts have been limited by "the new car blues," but laps completed thus far feel great. The car shows a lot of promise.

I am interested in hearing of any other road racing Falcons. The status of the ones I know of is:

<u>Car</u>	<u>Year</u>	<u>Status</u>
Pete Cordts	63/64	California, vintage, active
Don Pike	64	Unknown
Bob Johnson	64	Illinois, inactive
Howmet Sprint	64	Unknown
James Taylor	63	Mike Durham, Florida, unrestored hulk
Dave Cimbura	64/65	Mike Durhan, Florida, vintage, active
Holman-Moody	63/64 (4 or more)	Unknown

Other Falcons are being road-race prepared today for open track events and U.S. outlaw vintage races, as well as vintage racing in Europe and England. Also, at least some of the Monte Carlo cars are still in Europe or England.

If you are thinking of building your own vintage racing Falcon, beware. Most U.S. vintage racing organizations require legitimate, proven racing history from the 1960s and 1970s in order to participate.

Submitted by Mike Durhan

AMENDED BY-LAWS
FALCON CLUB OF AMERICA

Article I
Name

The name of this organization shall be the FALCON CLUB OF AMERICA, which will be abbreviated as FCA.

Article II
Purpose

The purpose of this organization shall be the preservation of the Falcon made automobiles throughout the world; to advance the acceptance of Falcon made automobiles; and to promote good fellowship. The club will be a nonprofit organization.

Article III
Membership

- A. Membership to the FCA shall be open to all who are interested in the club.
- B. Ownership of a Falcon made automobile is not a requirement for membership. Interest alone is enough.
- C. Membership to the FCA will normally be made up of residents of the USA. However, persons outside the USA will always be accepted.
- D. Honorary Membership may be extended to any individual or organization upon approval of the Board of Directors.
- E. Voting rights will be extended to dues-paying members and their spouses.
- F. Chapters may be formed under the Falcon Club of America (FCA) to promote interest in the Falcon automobile throughout the world, provided that each prospective chapter must:
 - 1. Apply to FCA for a charter by a petition listing at least five (5) current members of FCA.
 - 2. Submit a petition stating the proposed geographical area encompassed by the chapter.
 - 3. Ensure all members in the chapter are members in good standing with FCA.
 - 4. Send a complete roster of its membership to FCA in January of each successive year.

5. Agree to release and/or "hold harmless" FCA for any and all claims of any kind incurred by a local chapter.
6. Conform to all state and federal laws and such other rules and regulations as may be required by FCA.

Article IV

Officers -- Elections and Management

A. Officers

1. Elected officers of the FCA will be no less than: President, Vice President, Secretary, Treasurer and Board of Directors.
2. Volunteer officers of the FCA will be as follows: Editor-Historian, Assistant Editor, Partsmaster, Assistant Partsmaster, Club Store Manager, Chapter Coordinator, and Regional Directors.
3. Only members in good standing with the club will be eligible to hold office.
4. Term of office for all elected officers will be one (1) year. Election will be at the pleasure of the general membership at National Meet.
5. Term of office for all volunteer officers will be indefinite.
6. Requirements for officers of FCA shall be:
 - a. Minimum age of 21.
 - b. Paid-up member in good standing with FCA.
 - c. All candidates must be present at National Meet to be eligible for election to any office, or have been in attendance at three (3) out of last five (5) nationals.

B. Duties of club officers shall be as follows:

1. President -- Overall management and administration of the club with the goal of increased publicity, status and activities leading toward the betterment of the club. Coordination of club functions with other clubs. Recommending club social activities. Chairman of the board of directors meeting, including agenda items. Recommending annual calendar of events.
2. Vice President -- Acts for the president in his absence. Assists in implementing club policy. Acts as chairman of special committees. Appoints or sets up special committees when needed. Submits quarterly report to president, board of directors, and all regional directors.
3. Secretary -- Reports results of Board meeting to membership. Writes official letters and maintains official files of the club. Maintains current club roster and record of past memberships.
4. Treasurer -- Collects dues from members. Accounts for club finances and reports to membership. Disburses funds upon approval

- for authorized items. Treasurer and any elected official authorized will sign check.
5. Regional Directors (who are appointed by the board of directors) -- Will assist chapters in helping set up Regional Meets; receive all grievances, suggestions, etc., and present these to the national president and board of directors.
 6. Chapter Coordinator -- Will supply pertinent information and aid groups wishing to form chapters.
 7. Club Store Manager -- Will purchase supplies for and manage club store.
 8. Editor-Historian and Assistant Editor -- Edits and publishes the FCA newsletter. Writes needed news, special interest articles and advertisements. Maintains history in form of complete newsletter files.
- C. Elections for club officers will be held annually in the month of August at the National Meet.
- D. Management:
1. General administration and management of the FCA shall be through a board of directors as presented by FCA president.
 2. Elections for board of directors shall be by vote of the general membership and elections scheduled for such purpose.
 - a. There will be five (5) members of the board of directors of FCA. Members to serve five (5) year staggered terms.
 - b. During the first year in which elections are held, each candidate shall run for, and if elected, hold office for one of the following terms: one (1) year, two (2) years, three (3) years, four (4) years, five (5) years. Thereafter, all terms shall be five (5) years in accordance with Article IV-D-2-a.

Article V

Meeting

- A. The FCA will schedule at least one show for the Falcon automobile in the month of club elections, August, to be termed as Nationa Meet.
- B. The board of directors will meet as deemed necessary by the president.
- C. Parts may be bought, sold or traded at meeting.
- D. Joint meets with other clubs will be scheduled when feasible.
- E. Public viewing will be welcomed at all Falcon meets.
- F. Judging at Falcon meets for trophies and awards will always be done by the membership by registered participants attending said meet and by people's choice ballot.
- G. No public consumption of alcoholic beverages will be permitted.

- H. Chapter hosting National Meet must secure proper liability insurance in the name of the Falcon Club of America.

Article VI

Finance

- A. The FCA is considered a nonprofit organization.
- B. Dues in support of club administrative costs and newsletter publication will be collected from each member in an amount established by the Board of Directors. Payment of second and subsequent years' dues will fall on anniversary of original membership. Dues will be considered delinquent after two months. Delinquent members will not be considered for active participation in club events and will be dropped from club roster.
- C. Additional resources from contributions, raffles, etc. will be accepted by the treasurer and placed in normal account.
- D. Disbursements of club funds will be by club treasurer after advance approval of two or more members of the board of directors of elected club officers.
- E. Audit
 - 1. Report of audit will be furnished to the editor for publication in the newsletter to the general membership annually.
 - 2. An audit shall be performed at least annually on all of treasurer's reports and accounts.

Article VII

Publications

- A. Newsletter will be published monthly by the editor. It shall include such items as
 - 1. Report of last meeting.
 - 2. Information about upcoming meets.
 - 3. Classified advertisements.
- B. Entry of information in the Newsletter will be at no cost to any member.
- C. Articles of general interest are solicited from all membership in order to provide a variety of viewpoints and reduce workload of editor.
 - 1. Technical articles.
 - 2. Pictures of chapter functions, cars and shows.

Article VIII

Amendments

Amendments to the By-Laws of the FCA will be reviewed by the board of directors. Approval of amendments will be by vote of the general membership with two-thirds of the members present at that meeting concurring in such approval.

Article IX

Dissolution

In the event of dissolution, disbandment, inactivation, or any other termination of the FCA, all funds, property, parts and other assets, in excess of any recognized liability, will be disposed of in accordance with a decision of existing active membership in accordance with rules governing nonprofit organizations. Majority vote of members present at last general meeting will be sufficient to determine action.

These By-Laws, as amended, shall be effective August 10, 1991.



Tech Tip

After a long-term storage I got my 1963 6 cylinder out for the summer. The car ran awful, and I knew I had a vacuum leak somewhere. After rebuilding the carb and replacing the carb main jet, there was no change.

Finally I found the trouble. The gasket between the carb water manifold and the intake manifold had rotted away. Replacing this gasket solved the problem.

Submitted by FCA Partsmaster Gerald Gasser

A Low Battery Can Take the Charge Out of Driving Your Falcon or...

You May Have a Maintenance Free Battery, but What about Your Cables?

Battery cables can function in some vehicles without any visible change for many years. Yet, a cable with no visible change may prevent the vehicle from starting and the other cable may have no deterioration of its electrical capacity. Why?

The key cause of battery cable failure is the cable's resistance to the flow of electricity. Resistance is very critical to the low-voltage automotive system. For example, a drop of one volt across a battery cable is a loss of up to 15% of the available voltage during cranking.

If the resistance of an installed battery cable is great enough that the voltage drop measured across the cable exceeds .1 volt during the cranking mode, the resistance of the cable is too great.

There are two reasons for increased battery cable resistance -- air and battery acid vapors. Although both are commonly present in the automotive electrical system, problems are encountered at the terminations.

Metals common to the automotive electrical system (lead, copper, steel, aluminum, brass, etc.) oxidize in air. The rate of oxidation depends upon the metal, the amount of moisture present, and the temperature. As a result of the oxidation, a material is formed on the surface which is usually more resistant to the flow of electricity than the original metal. Because air is always present to oxidize metals, how can the resistance be kept from increasing?

When making the electrical connections, all metal parts should be bright and shiny and free from grease, oil, dirt and moisture. Remove any oxidation, such as rust or lead oxide, before making the connection. A wire brush will normally remove oxides.

Make a tight connection. This minimizes the amount of air permeation during changing weather conditions. A loose connection will have higher initial resistance than a tight connection. With lead terminals, do not over tighten. This action can distort the terminal, causing spaces where oxidation can occur.

Place a protectant over the completed termination. Grease, paraffin, pads, sealants or heat-shrinkable tubing -- these materials make air exchanges very difficult; therefore, oxidation is greatly retarded.

During the charging/discharging cycles, batteries may release gases. To prevent pressure buildup, these gases are vented from the battery and may take small droplets of battery acid

with them. With the exception of lead, these droplets will corrode unprotected metals of the electrical system.

Another method is the utilization of a steel bolt and nut to tighten the lead battery cable lug -- the bolt and nut will corrode before the lug, thus delaying the lug's deterioration. The vapors are then neutralized, but **the bolt and nut must be replaced regularly** to maintain the cable's corrosion protection and to keep the connection tight. Remember, corrosion can also form on a battery cable termination located away from the battery.

Damaged Insulation

When performing maintenance on the battery cables, always check for cracked or split insulation. If the metal conductor is visible through the insulation in the ungrounded cable, a short may occur that could cause severe battery damage or possible personal injury. The opening in the insulation will even allow the stranding to become corroded under the insulation. As a result, the diameter of the cable is reduced which increases the resistance in that cable.

Replacement of Battery Cables

Always replace the existing cable with a cable that has equal or less resistance. This normally means replacement with the same size cable -- consider conductor length, diameter, and type. When replacing a copper-clad aluminum cable, a smaller copper cable may be used to obtain equal conductivity.

Thoroughly clean the connections. Be certain to remove lead oxide from the battery post and cable lug before attaching. Note that cleaning tools may remove some lead from posts and lugs; therefore, excessive cleaning can make the posts undersized and the lug holes oversized.

Snugly tighten the connections. Do not over tighten a battery connection because damage to the lead lug could occur. Always replace cables in grommets and/or looms as originally installed. Use protective sprays, pads or grease on the battery connections.

Make certain the original system polarity has been maintained. The electrical system polarity is determined by the battery cable hook-up. Most automobiles and trucks have a negative-grounded electrical system. Early Fords and some foreign cars are positively grounded.

The top of the battery should be kept clean to prevent current leakage. Dirt and corrosion deposits can "short" the battery posts. Current leakage can be very small and would probably not cause problems if the vehicle is used regularly. However, during periods of storage of nonuse the battery can completely discharge, reducing the life of that battery. So check battery cables periodically and clean the terminals with baking soda and water brushed onto the battery. Replace the cables if the connectors or insulation deteriorates.

Thanks to the Unknown Author of this Tech Tip

Falcon Club Store

Falcon Club of America Goodies -- All with FCA Logo!!!

<i>Golf Shirt</i> -- Men's & Ladies'. Blue, Red, White, Burgundy, Green. Small Logo.	\$13.00
Small, Medium, Large, X-Large, some XX-Large.	
<i>White T-Shirt</i> -- Choice of Red or Blue Trim. Large Logo.	\$7.00
Adult - Small, Medium, Large, X-Large. Child - Medium, Large.	
<i>Sweatshirt or Sweatpants</i> -- Red, White, Royal, Navy, Grey, Black, Maroon. Small Logo.	
Adult Sweatshirt - Small, Medium, Large, X-Large, XX-Large.	\$13.00
Adult Sweatpants - Small, Medium, Large, X-Large.	\$13.00
Adult Sweatshirt (use above sizes).....	\$25.00
Child Sweatshirt - X-Small, Small, Medium, Large.	\$10.00
<i>T-Shirt</i> -- Red, Royal, Black, Grey (other colors on request). Small Logo.	
Adult - Small, Medium, Large, X-Large, XX-Large.	\$7.00
Child - X-Small, Small, Medium, Large.	\$6.00
<i>*NEW* T-Shirt</i> -- Grey. Small Tri-Color Logo. Adult - Small, Medium, Large, X-Large, XX-Large.	\$7.00
<i>Canvas Tote Bag</i> -- Ecru.	\$7.00
<i>Memo Pad</i>	\$.50
<i>*NEW* Fanny Pack</i>	\$6.00
<i>Two-Hour Video of Some Nationals and Regionals, 1981-1990</i>	\$13.00
<i>License Plate</i> -- Red and White.	\$4.50
<i>Limited Edition Belt Buckle</i>	\$10.00
<i>National Club Patch</i> -- 3".	\$3.00
<i>Ball Cap with FCA Patch</i> -- Red, White, Blue, Black, Grey. Solid Color or White Front.	\$6.50
Summer Mesh, Winter or Corduroy.	
<i>Convention Booklet</i> -- 1981-1990.	\$.50
<i>Convention Pin</i> -- 1989-1991.	\$3.00
<i>Ballpoint Pen</i>	\$.75
<i>Window Decal</i>	\$1.25
<i>License Plate Frame</i>	\$5.00 ea./\$9.00 pr.
<i>FCA Hat Pin/Tie Tack</i>	\$3.00
<i>National Club Patch</i> -- 9".	\$6.00

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Sweatshirts

\$2.00 Off

More Falcon Goodies

<i>White T-Shirt with Color Transfer</i> -- Choice of 60-63, 64-65, Early Ranchero, 65 Ranchero.	\$7.00
Adult - Small, Medium, Large, X-Large.	
<i>*NEW* T-Shirt</i> -- Screen Print of 66-70 1/2.	
Adult - Small, Medium, Large, X-Large.	\$7.00
<i>T-Shirt</i> -- White with Red-White-Blue Falcon Bar. Adult - Small, Medium, Large, X-Large, XX-Large.	\$7.00
<i>Fender Cover with Falcon Imprint</i>	\$18.00
<i>Bumper Stick</i> -- I (Heart) My Falcon.	\$2.00
<i>Poster</i> -- 28 Color Pictures.	\$5.00
<i>1983 Sprint Road Test</i> -- 8 pages.	\$4.00
<i>Limited Edition Falcon Watch</i> -- Blue Face with Falcon Script & Speedy Bird. Quartz. Gold Plated.	\$35.00
Leather Band. Man's or Lady's.	
<i>Vinyl Sports Bag</i> -- Black and Grey (trunk material pattern). Falcon Script & Bird.	
Small.	\$20.00
Large.	\$28.00
<i>Ball Cap</i> -- Red, White, Blue, Black, Grey, Neons. Solid Color or with White Front.	\$6.50
Choice of Patch (see list below) No Additional Charge.	
<i>Patches</i> -- Falcon Blue & Gold Oval or Red & Gold Rectangle; Ranchero (White or Red).	\$2.50
Convertible (1x3 or 1x5).	\$2.50
Years 60 through 70, Plus 63 1/2.	\$1.50
Falcon Script.	\$3.00
Falcon Script w/Choice of Year.	\$4.00
<i>Pin</i> -- Script - Futura, Falcon, Sedan Delivery, Ranchero, Falcon w/Year.	\$3.00
Other - Large or Small Falcon Bar, 289 Sprint V-8, Futura Bar, Ford Crest, Large 289, Ford, Bull Head.	
Silhouette - 60-63 Sedan, 60-63 Ranchero, 63 HT, 64 Convertible w/Year, 65 Convertible w/Year.	
64-65 HT (not available at this time).	

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